



Early Journal Content on JSTOR, Free to Anyone in the World

This article is one of nearly 500,000 scholarly works digitized and made freely available to everyone in the world by JSTOR.

Known as the Early Journal Content, this set of works include research articles, news, letters, and other writings published in more than 200 of the oldest leading academic journals. The works date from the mid-seventeenth to the early twentieth centuries.

We encourage people to read and share the Early Journal Content openly and to tell others that this resource exists. People may post this content online or redistribute in any way for non-commercial purposes.

Read more about Early Journal Content at <http://about.jstor.org/participate-jstor/individuals/early-journal-content>.

JSTOR is a digital library of academic journals, books, and primary source objects. JSTOR helps people discover, use, and build upon a wide range of content through a powerful research and teaching platform, and preserves this content for future generations. JSTOR is part of ITHAKA, a not-for-profit organization that also includes Ithaka S+R and Portico. For more information about JSTOR, please contact support@jstor.org.

The author points out many places where municipal trading is weak, and where it could be improved. Thus he feels that better depreciation funds should be kept and that certain items frequently left out of the revenue accounts of trading departments should be included. Among these items he particularly discusses the cost of widening streets in connection with tramways, the cost of obtaining the original power to establish the trading department and a proper share of the general expense. In the way of minimizing the drawbacks in municipal trading, he suggests the following:

1. That the appointment of all employees be left entirely in the hands of the principal officials of the different departments, and that a recommendation from a councillor disqualify any applicant.

2. That the chairman of Councils Committee be given a salary in order to make it worth his while to give more time to the concern and in order to prevent overwork of councilmen.

3. The payment of good salaries to the higher officials, especially by the trading concerns of the smaller localities, as it usually takes more ability to make a small trading concern pay than a large one.

His general conclusion as to municipal ownership and operation is: "Taking all the attendant circumstances and conditions into consideration, municipal trading in itself cannot be regarded as a desirable institution; the management of industrial undertakings is not really a suitable sphere of activity for a local authority. Nevertheless, in certain cases, it may offer a reasonable prospect of serving the general public better than private enterprise, and in consequence the municipalization of particular industries may be justified. These industries are such as have a strong tendency to become monopolies, which is generally true of tramways and of water, gas and electricity supply undertakings."

CLYDE L. KING.

University of Pennsylvania.

LAWTON, LANCELOT. *The Empires of the Far East*. 2 vols. Pp. xvii, 1598, with folding map. Price, \$7.50. Boston: Small, Maynard and Company, 1912.

These two large volumes written in the style of a commentator on current events contain much that is already familiar to those interested in the East. The reader cannot help feeling that the strength of the work would have been much greater if so much space had not been given to quotations and material drawn from McKenzie, P. B. L. Weale and Hulbert. Frequent repetitions of arguments, for which the author apologizes also tend to mar the symmetry of the descriptions. It is to be regretted that the statistics seldom cover a period later than 1907. Aside from these defects Mr. Lawton's work deserves high praise. He has traveled widely in the East, has an unusually intimate connection with certain episodes of the Russo-Japanese war and gives us first hand estimates of the consequences of that conflict after the passing of a decade.

The greater part of the work centers about the progress and prospects of the Japanese. Mr. Lawton thinks their performance in the war has been

exaggerated, that they are by no means a nation of real stoics and that the advantage to Great Britain of the alliance with Japan may prove illusory. The steady onward march of Russia into Mongolia is described in a way which gives a good background for the developments in that region since the publication of the book. Russian ambition in the northeast provinces seems likely to be disappointed though the riches of the fisheries, forests and mines of the Amur are as yet unappreciated by the outside world. Russia's long laid plans in double tracking the Trans-Siberian foretell a conflict in the future even more terrible than the Russo-Japanese war. Even if Manchuria and Korea finally fall to Japan, the author evidently believes that it is still not impossible that Russia may secure an outlet to a "warm water port" on the Chinese coast.

The chapters on Japan proper contain a review of the empire's development and a criticism of its social system, financial operations and business morality. The division headed Manchuria contains as would be expected the best chapters on the present status of the international rivalry in the Far East. The discussion of the various railway projects is exceptionally valuable. The latter portion of the second volume contains a good account of the Chinese revolution.

CHESTER LLOYD JONES.

University of Wisconsin.

MOORE, J. R. H. *An Industrial History of the American People*. Pp. xiii, 496. Price, \$1.25. New York: Macmillan Company, 1913.

In the preface the author states that the aim of this book is to teach high school students to "weigh and consider"—to give them the training necessary for useful citizenship. It will consequently be fairest to judge the volume upon this basis rather than history, for history in the ordinary sense, political or industrial, it can scarcely be called. The book falls into two parts, of which the first with eight chapters deals with the colonial period, and the second with five chapters covers the nineteenth century. Each chapter takes up a single topic and develops it for the colonial or later period. Among these topics are fisheries, lumber, fur trade, agriculture, money, government, city problems, manufacturing, and transportation. As the treatment is very discursive, however, no chapter is confined to the topic that gives it its title; for instance, in the chapter on agriculture the following topics are discussed: slave labor and cotton growing, agriculture in the north, river and canal transportation, Civil War, railroads, tariff, Hawaiian islands, department of agriculture, public lands, Canada. Agriculture is simply the starting point for a concatenation of events that reminds one of Professor Loiset's celebrated memory system.

The book is interesting, with much of incident and anecdote, and written for the high school student; but it is questionable whether its study would leave the student with any clearly defined views as to the comparative importance of events in American history or their casual relations. Moreover the gaps left by a such a topical method are too large to be bridged by class discussion.

E. L. BOGART.

University of Illinois.